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SIXTH
ANNUAL REPORT

of the

BOARD OF PUBLIC TRUSTEES

of the

**METROPOLITAN TRANSIT
AUTHORITY**



Year Ended December 31, 1952

SIXTH
ANNUAL REPORT
of the
BOARD OF PUBLIC TRUSTEES
of the
METROPOLITAN TRANSIT
AUTHORITY



Year Ended December 31, 1952

BOARD OF TRUSTEES

*(appointed by the Governor of the Commonwealth of Massachusetts
pursuant to Chapter 544 of the Acts of 1947)*

WALTER J. WALDRON, *Chairman*

E. MARK SULLIVAN

AUGUSTINE AIROLA

LAURENCE P. HARRINGTON

WILFRED S. MIRSKY

GENERAL OFFICERS

(appointed by the Public Trustees)

EDWARD DANA *General Manager*

THOMAS A. DUNBAR *Treasurer-Comptroller*

WILLIS B. DOWNEY *General Counsel*

CHARLES A. McCARRON *General Attorney*

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FINANCIAL STATEMENTS

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SIXTH ANNUAL REPORT

OF THE BOARD OF PUBLIC TRUSTEES OF THE METROPOLITAN TRANSIT AUTHORITY

In accordance with the requirements of Chapter 544 of the Acts of 1947, as amended, the Public Trustees of the Metropolitan Transit Authority herewith file the sixth annual report of the Authority which covers the results of operations for the calendar year 1952.

In so far as the level of riding on the Authority's system is concerned, the experience of the year just ended evidenced the effects of continued competition from private automobiles. They increased in number and use. As a consequence, revenue passengers carried on the railway system in 1952 were 11,259,764 fewer than in 1951; a reduction, namely, from 288,972,823 in 1951 to 277,713,059 in 1952.

Income

The total income of the railway for the year 1952 was \$39,042,962.61, of which \$37,858,580.41 was revenue from transportation—the main source—and the balance, \$1,184,382.20, was revenue from other operations—chiefly from concessions—and non-operating income.

Operating Expenses

During 1952, operating expenses, which are the expenses incurred in the actual operation of the railway, were \$41,896,705.63 as compared to total operating expenses of \$40,719,979.91 in 1951, an increase of \$1,176,725.72 in 1952.

The table below compares operating expenses in 1952 with those for 1951.

| | <i>1952</i> | <i>1951</i> | <i>Increase</i> |
|-------------------------------|------------------------|------------------------|-----------------------|
| Wages | \$31,132,330.37 | \$29,824,632.35 | \$1,307,698.02 |
| Material and Other Items..... | 4,405,966.18 | 4,421,389.91 | 15,423.73* |
| Injuries and Damages..... | 1,510,107.65 | 1,672,613.99 | 162,506.34* |
| Depreciation | 1,200,000.00 | 1,200,000.00 | — |
| Fuel | 2,120,269.17 | 2,144,053.88 | 23,784.71* |
| M.T.A. Retirement Fund..... | 1,528,032.26 | 1,457,289.78 | 70,742.48 |
| Total | <u>\$41,896,705.63</u> | <u>\$40,719,979.91</u> | <u>\$1,176,725.72</u> |
| | | | Decrease* |

The preceding table indicates that three categories of costs, namely, material and other items, injuries and damages, and fuel, showed decreases in 1952 as compared to 1951 and two categories, namely, wages and M.T.A. retirement fund, showed increases.

The increase in the wage cost was due chiefly to the award made in 1951 by the Board of Arbitration with respect to wages and working conditions of employees of the Authority affiliated with Division 589 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, the so-called Boston Carmen's Union.

In addition to the increased wage cost in 1951 resulting from this arbitration award, wages of employees affiliated with this Union were increased by this same award four cents an hour effective on January 1, 1952, for the balance of the term of the contract, namely, until December 31, 1952.

A further factor increasing wage costs under this arbitration award was an escalator clause relating to the cost of living. As a result of this escalator clause further changes in the wage rates became effective as follows:—an increase of one-half cent per hour on November 1, 1951, and

carrying over into January, 1952; an additional four cents per hour on February 1, 1952; a decrease of two cents per hour on May 1, 1952; an increase of two cents per hour on August 1, 1952; and an increase of one cent per hour on November 1, 1952.

The increase in 1952 in the Authority's proportionate payment to the M.T.A. retirement fund was due to the increase in payroll costs.

The accrual for outstanding claims was reduced and the amount charged to cost of service on account of injuries and damages showed the reduction indicated in the table on page five.

Reduction in the cost for material and fuel resulted from economies due to reduced mileage operated.

Fixed Charges

In addition to the operating expenses enumerated above, certain so-called fixed charges are a part of the Authority's cost of service.

In 1952, these fixed charges amounted to \$6,151,473.40, an increase of \$730,239.86 as compared to 1951.

The table below compares fixed charges in 1952 with those for 1951.

| | <i>1952</i> | <i>1951</i> | <i>Increase</i> |
|--|-----------------------|-----------------------|---------------------|
| Interest on Bonds..... | \$3,454,729.80 | \$3,068,917.54 | \$385,812.26 |
| Payment on Funded Debt to Boston Metropolitan District | 1,591,000.00 | 1,272,000.00 | 319,000.00 |
| Taxes | 650,818.21 | 640,358.13 | 10,460.08 |
| Cambridge Subway Rental..... | 392,286.66 | 393,678.34 | 1,391.68* |
| Miscellaneous Items | 62,638.73 | 46,279.53 | 16,359.20 |
| Total | \$6,151,473.40 | \$5,421,233.54 | \$730,239.86 |
| | | | Decrease* |

The significant changes in fixed charges were the increase of \$385,812.26 in bond interest during 1952 due to the bonds issued to provide funds to construct the East Boston tunnel extension, which was opened for service to the public on January 5, 1952, and the bonds issued to purchase passenger-carrying equipment. In 1952, the increase of \$319,000 in the amount paid to the Boston Metropolitan District to reduce its funded debt was on account of increased principal payments on equipment bonds.

Total Cost of Service

As a result of the operating expenses and fixed charges discussed above, the total cost of service was \$48,048,179.03 in 1952, as compared to a total cost of service of \$46,141,213.45 in 1951, an increase of \$1,906,965.58 in 1952.

Results of Operations

Total income in 1952 failed to meet total cost of service by \$9,005,216.42, as compared to a loss from operations in 1951 of \$5,425,662.33.

By virtue of a favorable decision relative to Federal income tax cases which had been in litigation for years and involved the period from 1940 to 1943, the Authority was in a position to reduce the balance sheet provision for accrued Federal taxes from \$1,798,171.78 to \$750,000.00. This adjustment of Federal income tax liability made possible a profit and loss

credit of \$1,048,171.78 which, together with a dividend of \$100,000 on workmen's compensation insurance and with an adjustment of \$28,000 in the outstanding ticket, employees' button and pass liability, resulted in a total profit and loss credit of \$1,176,171.78, which amount was applied to the loss from operations and resulted in an assessable deficit of \$7,829,044.64 for 1952.

Economies in Operation

During 1952, the Authority continued its efforts to reduce operating expenses. An indication thereof is to be noted in a reduction of 1,919,282, or almost four per cent., in revenue miles operated, namely, from 48,485,695 miles in 1951 to 46,566,413 in 1952.

Further evidence of reduction in operating costs is found in the fact that the average number of employees during 1952 was 7,661, as compared to an average number of 8,206 during 1951, a reduction of 545. Earlier reference was made in this report to reduced costs of materials and fuel.

Operating Factors

Continued satisfactory progress was made in 1952 as to the number of collisions and complaints. The table below indicates the improvement made in these respects in 1952, as compared with the two prior years and with the average for the five-year period from 1945 to 1949.

| | 1952 | 1951 | 1950 | Average 5 years 1945-1949 |
|--|--------|--------|--------|---------------------------------|
| Collisions between M.T.A. vehicles and other vehicles, per million miles..... | 113.99 | 122.87 | 127.32 | 137.46 |
| Collisions between railway vehicles, per million miles (surface lines only)..... | .82 | 1.12 | 1.33 | 2.60 |
| Complaints against employees, per million passengers | 1.33 | 1.39 | 1.27 | 1.54 |

Financial Statements

The balance sheet of the Metropolitan Transit Authority at December 31, 1952, related statements of income and cost of service for the year ended December 31,

1952, and also statements of operating and statistical data relative to operations during the calendar year 1952 are appended to this report.

Board of Public Trustees,
Metropolitan Transit Authority

Walter J. Haldeman
E. Mark Sullivan
Augustine Anna
Laurence P. Harrington
Walter S. Smith

March 6, 1953

FINANCIAL STATEMENTS

ASSETS

Fixed Assets (Note A) :

| | |
|---|-----------------------|
| Road and equipment | \$116,415,901.78 |
| Miscellaneous physical property | 156,662.98 |
| | <u>116,572,564.76</u> |
| Less—Reserve for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned (Note B) | 45,333,132.77 |
| | <u>71,239,431.99</u> |
| Subways, tunnels and other facilities: | |
| Acquired from the City of Boston as of August 3, 1949 in accord- ance with Chapter 544 of the Acts of 1947 as amended by Chapter 572 of the Acts of 1949 | 40,225,550.43 |
| Constructed by Metropolitan Transit Authority since August 2, 1949 | 15,199,262.97 |
| | <u>55,424,813.40</u> |
| Less—Amortization through debt retirement reimbursed to the Authority (Paragraph (1) of Section 8A of Chapter 544 of the Acts of 1947 as amended and Section 6 of Chapter 649 of the Acts of 1949 as amended) (Note C) | 2,012,444.47 |
| | <u>53,412,368.93</u> |
| Total fixed assets, less reserve and amortization | <u>124,651,800.92</u> |

Current Assets:

| | |
|---|----------------------|
| Cash in banks and on hand | 2,434,372.30 |
| United States treasury bills | 1,997,488.89 |
| Special deposits | 360,881.61 |
| Commonwealth of Massachusetts—Amounts receivable under Chapter 544 of the Acts of 1947 as amended, for assessable deficit—per accompanying statement of income and the cost of the service | 7,829,044.64 |
| Miscellaneous accounts and rents receivable | 798,486.95 |
| Material and supplies, at cost less reserve | 4,051,721.05 |
| Other current assets | 40,133.03 |
| Total current assets | <u>17,512,128.47</u> |

Other Assets:

| | |
|--|--------------------------------|
| Special deposits available only for: | |
| Extension of rapid transit facilities as provided for by Chapter 692 of the Acts of 1945 as amended, alterations to subways and tunnels as provided for by Chapter 520 of the Acts of 1948 and to the extent of \$81,530.48 for establishing off- street parking facilities, all as provided for under Section 8A of Chapter 544 of the Acts of 1947 as amended | 145,755.40 |
| Purposes as provided under Section 8A(a) of Chapter 544 of the Acts of 1947 as amended by Chapter 551 of the Acts of 1952 | 69,016.53 |
| Addition to Tremont Subway as provided under Section 6 of Chapter 649 of the Acts of 1949 as amended | 232,042.34 |
| Preparation of plans and estimates of cost with reference to the additions to the existing Washington St. Tunnel under Sec- tion 6 of Chapter 649 of the Acts of 1949 as amended | 84,083.42 |
| Purchase of revenue equipment as provided under Section 22 of Chapter 544 of the Acts of 1947 as amended | 114,895.80 |
| Claim for refund of prior years' federal income tax (Note D) | 591,972.56 |
| Mortgage note receivable | 4,933.07 |
| Total other assets | <u>1,242,699.12</u> |

Deferred Charges and Unadjusted Debits:

| | |
|--|-------------------------|
| Prepaid expenses | 42,026.00 |
| Unadjusted debits | 104,598.20 |
| Total deferred charges and unadjusted debits | <u>146,624.20</u> |
| TOTAL ASSETS | <u>\$143,553,252.71</u> |

(See accompanying notes)

CEMBER 31, 1952

LIABILITIES**Funded Debt** (all held by Boston Metropolitan District)—per accompanying statement (Note E):

| | |
|--|-----------------------|
| Bond of Metropolitan Transit Authority, dated August 3, 1949, under authority of Section 7A of Chapter 544 of the Acts of 1947, as amended (less \$1,000,000. included in current liabilities below) | \$66,918,371.89 |
| Rapid transit bond of Metropolitan Transit Authority, dated August 3, 1949, under authority of Section 8A of Chapter 544 of the Acts of 1947, as amended (less \$536,259.27 included in current liabilities below) | 38,074,408.35 |
| Bond of Metropolitan Transit Authority, dated November 25, 1949 under authority of Section 8A of Chapter 544 of the Acts of 1947, as amended (less \$102,000. included in current liabilities below) | 7,242,000.00 |
| Bond of Metropolitan Transit Authority, dated March 1, 1951, under authority of Section 8A of Chapter 544 of the Acts of 1947, as amended (less \$60,000. included in current liabilities below) | 4,380,000.00 |
| Bond of Metropolitan Transit Authority, dated March 1, 1951, under authority of Section 6 of Chapter 649 of the Acts of 1949 as amended (less \$13,333.34 included in current liabilities below) | 960,000.00 |
| Bond of Metropolitan Transit Authority, dated March 1, 1951, under authority of Section 6 of Chapter 649 of the Acts of 1949 as amended (less \$11,000. included in current liabilities below) | 803,000.00 |
| Bond of Metropolitan Transit Authority, dated January 15, 1952, under authority of Section 8A of Chapter 544 of the Acts of 1947, as amended (less \$22,000. included in current liabilities below) | 1,628,000.00 |
| Serial bonds of Metropolitan Transit Authority issued for purchase of equipment (less \$656,000. included in current liabilities below) | 8,648,000.00 |
| | <u>128,653,780.24</u> |

Current Liabilities:

| | |
|---|----------------------|
| Funded debt installments payable within one year | 2,400,592.61 |
| Notes payable to Boston Metropolitan District, due May 1, 1953 (Note F) | 7,000,000.00 |
| Accounts and wages payable | 1,442,777.14 |
| Accrued interest and rents payable | 594,346.90 |
| Accrued taxes: | |
| Provision for federal income taxes (Note D) | 750,000.00 |
| Federal old age benefit tax | 69,675.28 |
| Provision for injury and damage claims | 1,880,202.51 |
| Unredeemed tickets and tokens | 147,431.34 |
| Employee withholdings and other liabilities | 465,367.40 |
| Total current liabilities | <u>14,750,393.18</u> |

Deferred and Unadjusted Credits:

| | |
|---------------------------------------|-------------------------|
| Unamortized premium on funded debt | 83,329.46 |
| Unadjusted credits | 65,749.83 |
| Total deferred and unadjusted credits | <u>149,079.29</u> |
| Commitments: | |
| (Note G) | |
| TOTAL LIABILITIES | <u>\$143,553,252.71</u> |

METROPOLITAN TRANSIT AUTHORITY

STATEMENT OF FUNDED DEBT—December 31, 1952

(All held by the Boston Metropolitan District)

| Note | Issue Date | Term | Maturity Date | Rate | Principal Amount |
|------|---------------|----------|---------------|------------|------------------|
| A | Apr. 15, 1948 | 10 Years | Apr. 15, 1958 | 1.50 % | \$550,000.00 |
| B | Dec. 1, 1948 | 15 Years | Dec. 1, 1963 | 1.75 % | 1,595,000.00 |
| C | Aug. 3, 1949 | Fixed | Dec. 1, 2020 | (see note) | 67,918,371.89 |
| D | Aug. 3, 1949 | Fixed | Nov. 20, 2024 | (see note) | 38,610,667.62 |
| E | Nov. 25, 1949 | 30 Years | Nov. 25, 1979 | (see note) | 7,344,000.00 |
| F | Dec. 1, 1949 | 15 Years | Dec. 1, 1964 | 1.50 % | 322,000.00 |
| G | Mar. 1, 1951 | 30 Years | Mar. 1, 1981 | (see note) | 973,333.34 |
| H | Mar. 1, 1951 | 30 Years | Mar. 1, 1981 | 1.50 % | 4,440,000.00 |
| I | Mar. 1, 1951 | 30 Years | Mar. 1, 1981 | 1.50 % | 814,000.00 |
| J | Mar. 1, 1951 | 10 Years | Mar. 1, 1961 | 1.50 % | 966,000.00 |
| K | Mar. 1, 1951 | 20 Years | Mar. 1, 1971 | 1.50 % | 1,590,000.00 |
| L | Mar. 1, 1951 | 30 Years | Mar. 1, 1981 | 1.50 % | 3,689,000.00 |
| M | Jan. 15, 1952 | 30 Years | Jan. 15, 1982 | 2.10 % | 1,650,000.00 |
| N | Jan. 15, 1952 | 9 Years | Jan. 15, 1961 | 2.10 % | 592,000.00 |

| | |
|---|------------------|
| TOTAL FUNDED DEBT—December 31, 1952 | \$131,054,372.85 |
|---|------------------|

| | |
|--|--------------|
| LESS—Payments due in 1953 in current liabilities | 2,400,592.61 |
|--|--------------|

| | |
|--|------------------|
| NET FUNDED DEBT—Payable after 1953 | \$128,653,780.24 |
|--|------------------|

(See notes below)

NOTES ON FUNDED DEBT

- A Equipment serial bonds. Original issue \$1,000,000. payable \$50,000. semi-annually on April 15 and October 15. (Issued under Sec. 22, Chap. 544, Acts of 1947 as amended.)
- B Equipment serial bonds. Original issue \$2,175,000. payable semi-annually \$72,000. on June 1 and \$73,000. on December 1. (Issued under Sec. 22, Chap. 544, Acts of 1947 as amended.)
- C Original issue \$71,418,371.89 payable \$500,000. each June 1 and December 1 and final installment of \$418,371.89 on December 1, 2020. (Issued under Sec. 7A, Chap. 544, Acts of 1947 as amended.)

The interest payable on this bond is the interest payable by the Boston Metropolitan District on their contra debt and refunding issues.

NOTES ON FUNDED DEBT (Continued)

- D Rapid Transit bond. Original issue \$40,219,445.43 payable in 75 installments of \$536,259.27 on each November 20. This amount is paid by the State to the Authority each November 20 and a like amount is paid by the Authority to the Boston Metropolitan District on the same date in reduction of principal. (Issued under Sec. 8A(c), Chap. 544, Acts of 1947 as amended.)
The equivalent of interest on this bond is provided for by the Metropolitan Transit Authority Rapid Transit note, dated August 3, 1949, wherein the Authority promises to pay to the City of Boston on behalf of the District, and in its place and stead, the actual interest on City of Boston Transit debt, less income collected on the City's transit debt sinking funds.
- E Original issue \$7,650,000. payable \$102,000. annually on November 21 to and including November 21, 1979 and one payment of \$4,590,000. on November 25, 1979. The \$102,000. annual amount is paid by the State to the Authority each November 20 and a like amount is paid by the Authority to the Boston Metropolitan District on each November 21 in reduction of principal. (Issued under Sec. 8A(j), Chap. 544, Acts of 1947 as amended.)
The interest payable on this bond is the interest payable on Boston Metropolitan District bonds issued to purchase this bond.
- F Equipment serial bonds. Original issue \$403,000., payable semi-annually \$13,000. on June 1 and \$14,000. on December 1. (Issued under Sec. 22, Chap. 544, Acts of 1947 as amended.)
- G Original issue \$1,000,000. dated April 15, 1950 paid March 1, 1951 and renewed for \$986,666.67. (Issued under Section 6, Chapter 649, Acts of 1949 as amended.) 1/75th of the principal amount is payable annually (\$13,333.33 and 34 cents every third year) on March 1 by the Authority to the Boston Metropolitan District and a like amount is paid by the State to the Authority each November 20.
The interest payable on this bond is the interest payable on Boston Metropolitan District bonds issued to purchase this bond.
- H Original issue \$4,500,000. payable \$60,000. annually on March 1 to and including March 1, 1980 and one payment of \$2,760,000. on March 1, 1981. The \$60,000. annual principal payment is made by the Authority to the Boston Metropolitan District on each March 1st and a like amount is paid by the State to the Authority on each November 20. (Issued under Section 8A(j), Chapter 544, Acts of 1947 as amended.)
- I Original issue \$825,000. payable \$11,000. annually on March 1 to and including March 1, 1980 and one payment of \$506,000. on March 1, 1981. The \$11,000. annual principal payment is made by the Authority to the Boston Metropolitan District on each March 1st and a like amount is paid by the State to the Authority on each November 20. (Issued under Section 6, Chapter 649, Acts of 1949 as amended.)
- J Equipment serial bonds. Original issue \$1,074,000. payable annually \$108,000. March 1, 1952 to 1955 inclusive, \$107,000. March 1, 1956 to 1961 inclusive. (Issued under Section 22, Chapter 544, Acts of 1947 as amended.)
- K Equipment serial bonds. Original issue \$1,673,000. payable annually, as follows:
\$83,000. March 1, 1952 to 1955 inclusive.
\$84,000. March 1, 1956 to 1962 inclusive.
\$83,000. March 1, 1963, March 1, 1966, March 1, 1969.
\$84,000. March 1, 1964, 1965, 1967, 1968, 1970 and 1971.
(Issued under Section 22, Chapter 544, Acts of 1947 as amended.)
- L Equipment serial bonds. Original issue \$3,817,000. payable annually, as follows:
\$128,000. March 1, 1952 to 1955 inclusive.
\$127,000. March 1, 1956 to 1962 inclusive.
\$128,000. March 1, 1963, 1966, 1969.
\$127,000. March 1, 1964, 1965, 1967, 1968.
\$127,000. March 1, 1970 to 1981 inclusive.
(Issued under Section 22, Chapter 544, Acts of 1947 as amended.)
- M Original issue \$1,650,000. payable \$22,000. annually on January 15 to and including January 15, 1981 and one payment of \$1,012,000. on January 15, 1982. The \$22,000. annual principal payment is made by the Authority to the Boston Metropolitan District on each January 15th and a like amount is paid by the State to the Authority on each November 20. (Issued under Sec. 8A(j), Chap. 544, Acts of 1947 as amended.)
- N Equipment serial bonds. Original issue \$592,000. payable annually \$65,000. January 15, 1953 and 1954, and \$66,000. January 15, 1955 to 1961 inclusive. (Issued under Sec. 22, Chap. 544, Acts of 1947 as amended.)

| | | | |
|---------------|---|-----|--|
| A—B—F—J—K—L—N | Equipment serial bonds | G | Tremont Subway addition (Park St. to Scollay Square) |
| C | Authority vs. District refinancing August 3, 1949 | H—M | East Boston Rapid Transit, Subway Alterations |
| D | Subway purchase August 3, 1949 (City of Boston) | I | Washington Tunnel Extensions (preliminary plans) |
| E | East Boston Rapid Transit, Subway Alterations and Off-street parking facilities | | |

METROPOLITAN TRANSIT AUTHORITY

**STATEMENT OF INCOME
AND THE COST OF THE SERVICE
Year Ended December 31, 1952**

Income:

| | | |
|-------------------------------------|-----------------|-----------------|
| Revenue from transportation | \$37,858,580.41 | |
| Revenue from other operations | 1,142,030.30 | |
| Total operating revenue | 39,000,610.71 | |
| Non-operating income | 42,351.90 | |
| Total income | | \$39,042,962.61 |

Operating Expenses:

| | | |
|--|---------------|---------------|
| Way and structures | 5,272,398.94 | |
| Equipment | 4,636,168.06 | |
| Power | 3,455,699.95 | |
| Conducting transportation | 21,581,409.87 | |
| Traffic | 24,146.56 | |
| General | 6,926,882.25 | |
| Total operating expenses (including allowance of \$1,200,000.00 for depreciation of prop- erty and for obsolescence and losses in re- spect to property sold, destroyed or aban- doned—Note B) | | 41,896,705.63 |
| Loss before other deductions and other credits | | 2,853,743.02 |

Other Deductions:

| | | |
|---|--------------|--------------|
| Taxes assignable to transportation operations | 650,818.21 | |
| Interest on funded debt (Note E) | 3,454,729.80 | |
| Payment on funded debt—B.M.D. (Note E) | 1,591,000.00 | |
| Interest on notes payable | 33,918.97 | |
| Cambridge subway rental | 392,286.66 | |
| Rent for leased roads | 17,006.38 | |
| Other deductions | 11,713.38 | |
| Total other deductions | | 6,151,473.40 |
| Loss before other credits | | 9,005,216.42 |

Other Credits:

| | | |
|--|--------------|----------------|
| Adjustment of federal income tax liability | 1,048,171.78 | |
| Dividend on compensation insurance | 100,000.00 | |
| Adjustment of outstanding ticket, employees but- ton and pass liability | 28,000.00 | 1,176,171.78 |
| Loss for the Year (excess of the cost of the service over income) | | \$7,829,044.64 |

(See accompanying notes to financial statements)

METROPOLITAN TRANSIT AUTHORITY

OPERATING EXPENSES

Year Ended December 31, 1952

Way and Structures:

| | |
|--|---------------|
| Superintendence | \$ 657,891.54 |
| Maintenance of roadway and track | 1,673,805.09 |
| Removal of snow and ice | 361,499.64 |
| Tunnels and subways | 82,644.83 |
| Elevated structures and foundations | 78,010.48 |
| Bridges, trestles and culverts | 7,528.11 |
| Crossings, fences and signs | 27,213.14 |
| Signals and interlockers | 92,020.72 |
| Communication systems | 19,641.94 |
| Miscellaneous way expenses | 201,018.36 |
| Maintenance of electric line equipment | 491,830.70 |
| Maintenance of buildings, fixtures and grounds | 942,541.45 |
| Depreciation of way and structures | 588,000.00 |
| Dismantling retired way and structures | 48,752.94 |
| | <hr/> |
| Total way and structures | 5,272,398.94 |
| | <hr/> |

Equipment:

| | |
|---|--------------|
| Superintendence | 241,063.68 |
| Maintenance of revenue equipment | 2,530,398.60 |
| Maintenance of service equipment | 31,581.72 |
| Electric equipment of cars and trackless trolleys | 645,571.73 |
| Shop equipment | 89,395.85 |
| Shop expenses | 686,716.08 |
| Maintenance of automotive and miscellaneous equipment | 158,170.45 |
| Depreciation of equipment | 252,000.00 |
| Dismantling retired equipment | 1,269.95 |
| | <hr/> |
| Total equipment | 4,636,168.06 |
| | <hr/> |

Power:

| | |
|--|----------------|
| Superintendence | 177,200.62 |
| Maintenance of power plants | 332,588.72 |
| Depreciation of power plants | 360,000.00 |
| Other power plant operating expenses | 2,065,247.60 |
| Gasoline and fuel oil for buses | 520,663.01 |
| | <hr/> |
| Total power | \$3,455,699.95 |
| | <hr/> |

METROPOLITAN TRANSIT AUTHORITY

OPERATING EXPENSES (Continued)

Year Ended December 31, 1952

Conducting Transportation:

| | |
|--|----------------------|
| Superintendence | \$ 3,222,718.96 |
| Passenger car, trainmen and bus operators | 11,883,168.61 |
| Miscellaneous car and bus service employees | 381,286.44 |
| Miscellaneous car and bus service expenses | 175,919.21 |
| Station employees | 2,077,637.23 |
| Station expenses | 505,697.01 |
| Car house and bus garage employees | 2,102,068.77 |
| Car house and bus garage expenses | 247,901.00 |
| Operation of signal and interlocking apparatus | 507,113.01 |
| Operation of communication systems | 25,947.09 |
| Other transportation expenses | 451,952.54 |
| Total conducting transportation | <u>21,581,409.87</u> |

| | |
|---|------------------|
| Traffic (promotion and advertising) | <u>24,146.56</u> |
|---|------------------|

General (administrative and other general operating expenses):

| | |
|--|---------------------|
| Salaries and expenses of general officers | 98,379.23 |
| Salaries and expenses of general office clerks | 1,203,057.11 |
| General office supplies and expenses | 197,050.20 |
| Law expenses | 78,946.39 |
| Pensions, retirement fund, gratuities, health and accident insurance.... | 1,818,955.98 |
| Miscellaneous general expenses | 266,838.50 |
| Injuries and damages and expenses relating thereto | 1,857,577.45 |
| Insurance | 455,912.65 |
| Stationery and printing | 179,905.68 |
| Store expenses | 542,054.14 |
| Service garage expenses and supplies | 228,204.92 |
| Total general | <u>6,926,882.25</u> |

| | |
|--------------------------------|-------------------------------|
| Total operating expenses | <u><u>\$41,896,705.63</u></u> |
|--------------------------------|-------------------------------|

NOTES TO FINANCIAL STATEMENTS

Note A — Fixed Assets

The fixed assets acquired from Boston Elevated Railway Company on August 29, 1947 are carried on the books of the Authority at original cost to the Company as shown on its books as of that date. Additions subsequent to August 29, 1947, including the subways, tunnels and other facilities purchased from City of Boston August 3, 1949, are carried at cost to the Authority, the cost of subways, tunnels and facilities purchased from the City of Boston being measured by the amount of the bond issued therefor.

Note B — Reserve for Depreciation

In accordance with the provisions of Section 11 of Chapter 544 of the Acts of 1947 as amended by Section 4 of Chapter 572 of the Acts of 1949, no allowance for depreciation of passenger-carrying rolling stock of the Authority or for obsolescence and losses in respect to such rolling stock after August 2, 1949, is reflected in the accompanying financial statements of the Authority.

On the other hand, as provided by that section (Section 11 of Chapter 544), cost of the service, as reflected in the Statement of Income and the Cost of the Service, includes (1), all sums paid to the Boston Metropolitan District for the year ended December 31, 1952 in reduction or payment of the principal amount of bonds issued by the Authority under either Section 7A or Section 22, as well as (2) such allowance for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned as is contemplated by said Section 11.

The aggregate of charges to cost of the service for the year ended December 31, 1952, with respect to the above-mentioned sums paid on principal of bonds and with respect to depreciation, is less than the amount of depreciation that under conventional accounting procedure and under practices of the Authority, prior to August 3, 1949, would have been charged to the cost of the service.

The Reserve for Depreciation of Property, and for Obsolescence and Losses in respect to Property Sold, Destroyed or Abandoned, includes the aggregate of all debt retirement sums paid after August 2, 1949 under the provisions mentioned above, as well as allowance for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned, except with respect to passenger-carrying rolling stock after August 2, 1949. The balance (\$45,333,132.77) of this account at December 31, 1952 is less than recent surveys have indicated may be required to cover normal depreciation and obsolescence that has accrued on the properties.

Note C — Amortization of Tunnels, Subways and Other Facilities

The credits arising from the reimbursement to the Authority by the Commonwealth of Massachusetts for the principal payments made on bonds issued under paragraphs (c) and (j) of Section 8A of Chapter 544 of the Acts of 1947 as amended and Section 6 of Chapter 649 of the Acts of 1949 as amended (discussed in Note E) are considered to provide for amortization of Tunnels, Subways and Other Facilities, and consequently no provision for depreciation thereof is included in the allowance made by the Trustees in the year 1952 for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned. Such credits amounted to \$2,012,444.47 at December 31, 1952.

Note D — Federal Income Taxes

There is pending before the United States Tax Court an asserted deficiency in federal income taxes claimed to be due from the Authority, as Transferee of Boston Elevated Railway Company, for the period January 1, 1947, to August 29, 1947, in the sum of \$3,551,473. While it is, at this time, impossible accurately to forecast the amount at which this liability may be finally determined, the provision of \$750,000. shown in the accompanying balance sheet is believed to be adequate for that purpose.

Claims for refund are pending of federal income taxes paid by Boston Elevated Railway Company for the year 1944 in the amount of \$591,972.56 (excluding interest), as a result of the carryback of losses incurred in 1945 and 1946. The Authority will be entitled to all amounts received upon these claims. It is believed that this refund will be ultimately allowed in approximately the amount claimed and appearing in the accompanying balance sheet.

Note E — Funded Debt

Section 7 of Chapter 544 of the Acts of 1947, as amended, provided that bonds of the Authority and bonds of the Boston Elevated Railway Company assumed by the Authority should be cancelled at their respective maturity dates, or prior thereto, to the extent that bonds of the Boston Metropolitan District issued to provide funds for the purchase thereof had been retired, or their retirement provided for, through interest payments made by the Company or by the Authority in excess of the amounts required to pay the interest on the District's bonds. At August 3, 1949, \$26,513,545.11 of such bonds of the District had been retired, or their retirement provided for.

Pursuant to refinancing provisions of Section 7A of Chapter 544 of the Acts of 1947 as amended, bonds of the Authority (other than bonds issued under Section 22 and Section 8A) and bonds of the Boston Elevated Railway Company assumed by the Authority, with an aggregate principal amount of \$97,931,917.00 were cancelled August 3, 1949 and a new bond for \$71,418,371.89 issued to the Boston Metropolitan District. The principal amount of this new bond was equal to the difference between the principal amount of the bonds cancelled and the \$26,513,545.11 referred to in the preceding paragraph. The new bond is payable in 142 installments of \$500,000.00 each, on December 1 and June 1. The first installment was paid on December 1, 1949, and the final installment, \$418,371.89, is payable on December 1, 2020 (see notes to Statement of Funded Debt attached). Interest is payable on the new bond in amounts equal to the interest on bonds of the Boston Metropolitan District which may be outstanding from time to time, and the accrued interest on funded debt as shown on the balance sheet reflects the accrued unpaid liability for interest on this bond at December 31, 1952.

Payments in reduction of the principal of the new bond of the Authority issued under said Section 7A (\$1,000,000.00) and in payment of bonds of the Authority issued under Section 22 of said Chapter 544 (\$591,000.00) were included in the cost of the service for the year ended December 31, 1952 as provided in Section 11 of said Chapter 544.

On August 3, 1949, the Authority acquired the subways and other transit properties of the City of Boston under the provisions of Section 8A inserted in Chapter 544 of the Acts of 1947 by Chapter 572 of the Acts of 1949. Reference should be made to said Section 8A for the details of the transaction whereby the Authority on August 3, 1949 issued to the Boston Metropolitan District its bond for \$40,219,445.43 and its note (undertaking to make the payments required of the District on its note to the City) in exchange for District bonds payable to the City of Boston of a like principal amount and a note of the District by which the District undertook, among other things, to pay interest on the City's outstanding transit indebtedness to the extent that such interest exceeded the income of the City's sinking funds

Note E — Funded Debt (*Continued*)

available to pay the same, which bonds and note of the District were delivered by the Authority to the City to effect the transfer to the Authority of title to the City's subway and transit properties.

In accordance with the provisions of paragraph (1) of Section 8A of Chapter 544 of the Acts of 1947 as amended and Section 7 of Chapter 649 of the Acts of 1949 as amended, the Commonwealth of Massachusetts is required to pay to the Authority on November 20 of each year after 1949 the amounts previously certified by the Trustees of the Authority as payable by the Authority during such year in reduction of the principal amount of its bonds issued under paragraphs (c) and (j) of Section 8A of said Chapter 544 and Section 6 of said Chapter 649 (for subways, tunnels and other facilities). The amount certified to the Treasurer by the Trustees of the Authority is assessed on the cities and towns constituting the Authority. On November 20, 1952, the Authority received from the Commonwealth of Massachusetts the amount of \$722,592.60 which had been certified by the Authority as payable during the year 1952.

In the Statement of Income and the Cost of the Service for the year ended December 31, 1952, the caption "Interest on Funded Debt" includes (1) interest accrued during the year on the Authority's bonds issued under Sections 7A, 8A(j), and 22 of Chapter 544 and (2) payments actually made during the year to the City of Boston in accordance with the Authority's note to the District issued under Section 8A(c) of said Chapter 544, except that a portion of the amounts paid during the year 1952 under Sections 8A(c) and 8A(j) of Chapter 544 and all interest paid under Section 6 of Chapter 649 of the Acts of 1949, as amended, has been considered as applicable to unfinished construction and charged to the fixed asset accounts. Under the policy of recording the amounts under Section 8A(c) of Chapter 544 and Section 6 of Chapter 649 on the basis of actual payments made rather than on the basis of amounts accrued, no provision is included in the Balance Sheet at December 31, 1952 for the portion of the amounts accrued at that date which are not payable until 1953.

As of December 31, 1952, the Authority had expended from current treasury funds, \$1,545,267.70 for capital additions or improvements to its passenger-carrying rolling stock, \$169,125. for the purchase of 15 used trackless trolleys; and expenditure incurred in the amounts of \$53,832.43 for studies, plans and estimates of cost for Cambridge Subway Extension and \$63,029.73 for the East Boston Rapid Transit Extension to Revere. Reimbursement to the Authority for these items will be made in 1953 from the proceeds of bonds issued under Section 22 of Chapter 544 of the Acts of 1947 as amended and Section 6 of Chapter 649 of the Acts of 1949 as amended.

Note F — Notes Payable to Boston Metropolitan District

The \$7,000,000. notes payable to Boston Metropolitan District maturing on May 1, 1953, represent temporary borrowings under the provisions of Section 13 of Chapter 544 of the Acts of 1947 as amended.

Note G — Commitments

At December 31, 1952 the Authority had outstanding firm commitments, totalling approximately \$1,396,000. for other additions and improvements to the road and equipment properties; for the purchase of buses and spare equipment for rapid transit cars and trackless trolleys; for the addition to and extension of rapid transit facilities and for alterations to subways, tunnels and rapid transit extensions and facilities.

Of this amount, approximately \$1,065,000. will be paid from special deposits established from bond issues made under Section 8A and Section 22 of Chapter 544 of the Acts of 1947, as amended, and Section 6 of Chapter 649 of the Acts of 1949, as amended.

OTHER FINANCIAL AND STATISTICAL DATA

Metropolitan Transit Authority From August 29, 1947

Boston Elevated Railway Company Prior to that Date

METROPOLITAN TRANSIT AUTHORITY

ROAD AND EQUIPMENT INVESTMENT

| | | Total Dec. 31, 1952 | Total Dec. 31, 1951 |
|---|---|-------------------------|-------------------------|
| Way and Structures | | | |
| A/c 501 | Engineering | \$ 1,357,987.80 | \$ 1,357,987.80 |
| 502 | Right of way | 8,425,732.86 | 8,425,732.86 |
| 503 | Other land | 5,634,711.14 | 5,620,950.38 |
| 504 | Grading | 260,455.50 | 293,128.99 |
| 505 | Ballast | 547,854.36 | 562,045.30 |
| 506 | Ties | 1,131,298.97 | 457,805.67 |
| 507 | Rails, rail fastenings and joints | 2,027,203.44 | 608,362.95 |
| 508 | Special work | 1,177,099.67 | 3,658,277.02 |
| 510 | Track and roadway labor | 2,889,621.21 | 3,142,603.51 |
| 511 | Paving | 617,954.60 | 717,588.87 |
| 512 | Roadway machinery | 1,102,612.11 | 1,036,544.52 |
| 513 | Tunnels and subways | 476,410.36 | 476,210.36 |
| 514 | Elevated structures and foundations | 5,254,953.14 | 5,270,625.14 |
| 515 | Bridges, trestles and culverts | 1,915,561.32 | 1,991,599.02 |
| 516 | Crossings, fences and signs | 118,660.39 | 103,286.41 |
| 517 | Signals and interlockers | 1,217,572.41 | 1,235,834.69 |
| 518 | Communication systems | 106,504.83 | 103,461.18 |
| 521 | Distribution system | 7,379,123.81 | 6,982,224.04 |
| 523 | Shops, car houses and garages | 9,564,692.30 | 9,413,388.57 |
| 524 | Stations, misc. buildings and structures | 5,367,050.76 | 5,354,415.66 |
| 525 | Wharves and docks | 234,582.80 | 234,582.80 |
| Total way and structures | | 56,807,643.78 | 57,046,655.74 |
| Equipment | | | |
| A/c 530 | Pass. cars, buses and trackless trolleys | 29,314,082.39 | 31,408,102.05 |
| 532 | Service equipment | 616,531.77 | 665,916.73 |
| 533 | Electric equip. of cars and trackless trolleys | 8,354,244.83 | 8,958,143.55 |
| 536 | Shop equipment | 1,208,068.34 | 1,190,268.85 |
| 537 | Furniture, fare boxes and passimeters | 445,929.43 | 422,879.44 |
| 538 | Automotive and miscellaneous equipment .. | 1,750,432.04 | 1,754,724.99 |
| Total equipment | | 41,689,288.80 | 44,400,035.61 |
| Power | | | |
| A/c 539 | Power plant buildings | 4,406,800.49 | 4,412,300.60 |
| 542 | Power plant equipment | 10,603,419.32 | 10,599,371.71 |
| 544 | Transmission system | 1,666,452.04 | 1,666,452.04 |
| Total power | | 16,676,671.85 | 16,678,124.35 |
| Construction Work in Progress (A/c 551)..... | | 1,242,297.35 | 1,649,038.54 |
| Total Road and Equipment Investment | | <u>\$116,415,901.78</u> | <u>\$119,773,854.24</u> |

Not including Subways, Tunnels and Other Facilities acquired from City of Boston on August 3, 1949 and subsequent additions thereto.

METROPOLITAN TRANSIT AUTHORITY

INVESTMENT IN ROAD OWNED AND LEASED

DECEMBER 31, 1952

Metropolitan Transit Authority Investment

| | | |
|--|------------------|------------------|
| Road and Equipment | \$116,415,901.78 | |
| Miscellaneous Physical Property | 156,662.98 | |
| Subways, Tunnels and Other Facilities: | | |
| Acquired from the City of Boston as of August 3, 1949 | 40,225,550.43 | |
| Constructed by M.T.A. since August 2, 1949 | 15,199,262.97 | |
| | | |
| Total Metropolitan Transit Authority Investment | | \$171,997,378.16 |

Commonwealth of Massachusetts Investment

| | | |
|---|----------------|-------------------------|
| Cambridge Subway | \$8,226,759.52 | |
| | | |
| Total Commonwealth of Massachusetts Investment | | 8,226,759.52 |
| | | |
| TOTAL INVESTMENT IN ROAD OWNED AND LEASED | | <u>\$180,224,137.68</u> |

METROPOLITAN TRANSIT AUTHORITY

FINANCIAL AND STATISTICAL DATA

Years Ended December 31

| | 1948 | 1950 | 1951 | 1952 |
|---|--------------|--------------------------|--------------|-------------------------|
| Income | \$38,736,026 | \$42,567,910 | \$40,715,551 | \$39,042,963 |
| Operating Costs (Wages, Fuel, Injuries and Damages, Retirement Fund, Depreciation, Materials, Services and Other Items) | 38,965,417 | 38,285,706 | 40,719,980 | 41,896,706 |
| Fixed Charges | 8,896,364 | 4,956,826 | 5,421,233 | 6,151,473 |
| Loss from Operations | 9,125,755 | 674,622 | 5,425,662 | 9,005,216 |
| Profit and Loss Items—(Net) | 224,900* | 134,802* | 110,578* | 1,176,171* |
| Excess of Cost of Service over Income (Calendar Year) | 8,900,855 | 539,820 | 5,315,084 | 7,829,045 |
| Operating Ratio | 100.59% | 89.94% | 100.01% | 107.31% |
| Revenue Passengers | 381,023,889 | 307,732,315 [#] | 288,972,823 | 277,713,059 |
| Revenue Miles | 54,704,850 | 50,704,354 | 48,485,695 | 46,566,413 |
| Revenue Passengers per Mile | 6.97 | 6.07 | 5.96 | 5.96 |
| Average Fare | 9.83¢ | 13.41¢ | 13.62¢ | 13.59¢ |
| Fare | 10¢ | 10¢—15¢ | 10¢—15¢ | 5¢—10¢—15¢ ^ø |

* Denotes credits.

[#] January 1-27, 1950 estimated.

^ø 5¢ fare for children effective July 4, 1952 (Chapter 612 Acts of 1952).

INCOME AND COST OF THE SERVICE

| | Year Ended December 31, 1952 | Year Ended December 31, 1951 | Year Ended December 31, 1950 | Year Ended December 31, 1949 |
|---|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Income | | | | |
| Revenue from transportation | \$37,858,580.41 | \$39,448,207.01 | \$41,316,003.47 | \$36,318,428.17 |
| Revenue from other operations | 1,142,030.30 | 1,203,467.06 | 1,186,787.24 | 1,070,937.78 |
| Non-operating income | 42,351.90 | 63,877.05 | 65,119.27 | 9,723.30 |
| Total Income | 39,042,962.61 | 40,715,551.12 | 42,567,909.98 | 37,399,089.25 |
| Expenses and Fixed Charges | | | | |
| Operating Expenses | | | | |
| Wages | 31,132,330.37 | 29,824,632.35 | 27,908,269.41 | 26,853,565.08 |
| Material and other items | 4,405,966.18 | 4,421,389.91 | 4,185,872.72 | 4,500,472.01 |
| Injuries and damages | 1,510,107.65 | 1,672,613.99 | 1,489,118.18 | 1,430,568.16 |
| Depreciation | 1,200,000.00 ^ø | 1,200,000.00 ^ø | 1,200,000.00 ^ø | 2,095,019.77 ^ø |
| Fuel | 2,120,269.17 | 2,144,053.88 | 2,119,081.68 | 2,275,775.39 |
| M.T.A. Retirement Fund | 1,528,032.26 | 1,457,289.78 | 1,383,363.64 | 1,330,159.64 |
| Total Operating Expenses | 41,896,705.63 | 40,719,979.91 | 38,285,705.63 | 38,485,560.05 |
| Taxes | 650,818.21 | 640,358.13 | 200,828.35 | 1,605,360.54 |
| Subway, tunnel and R.T.L. rents | 392,286.66 | 393,678.34 | 394,626.66 | 1,621,575.04 |
| Interest on bonds | 3,454,729.80 | 3,068,917.54 | 3,041,603.51 | 2,988,254.67 |
| Payment on funded debt—B.M.D. | 1,591,000.00 | 1,272,000.00 | 1,272,000.00 | 623,000.00 |
| Rent of leased roads | 17,006.38 | 30,248.50 | 41,611.62 | 45,302.91 |
| Miscellaneous items | 45,632.35 | 16,031.03 | 6,156.21 | 84,621.79 |
| Total Expenses and Fixed Charges | 48,048,179.03 | 46,141,213.45 | 43,242,531.98 | 45,453,675.00 |
| Loss from Operations | 9,005,216.42* | 5,425,662.33* | 674,622.00* | 8,054,585.75* |
| Profit and Loss Items—net | 1,176,171.78 | 110,578.13 | 134,801.57 | 196,301.07* |
| Deficiency of Income | \$ 7,829,044.64* | \$ 5,315,084.20* | \$ 539,820.43* | \$ 8,250,886.82* |

* Denotes loss.

ø Depreciation on revenue vehicles discontinued after August 2, 1949 in accordance with provisions of Chapter 544, Acts of 1947 as amended.

METROPOLITAN TRANSIT AUTHORITY

COMPARATIVE STATISTICS

| | Years Ended December 31 | |
|--|-------------------------|-----------------|
| | 1952 | 1951 |
| Passenger and Traffic Statistics: | | |
| Total income per revenue passenger | 14.06¢ | 14.09¢ |
| Cost of service per revenue passenger | 17.30¢ | 15.97¢ |
| Passenger revenue | \$37,858,580.41 | \$39,448,207.01 |
| Round trips operated | 5,759,224 | 6,039,072 |
| Average fare per fare passenger | 13.59¢ | 13.62¢ |
| Revenue passengers per mile operated | 5.96 | 5.96 |
| Revenue Passengers: | | |
| 15¢ Passengers | 213,573,622 | 220,809,981 |
| 10¢ Passengers | 48,773,448 | 55,544,144 |
| 5¢ Passengers | 14,690,379 | 11,941,027 |
| Special car and special bus passengers | 675,610 | 677,671 |
| Total revenue passengers | 277,713,059 | 288,972,823 |
| Revenue Miles: | | |
| Surface cars | 13,460,346 | 17,121,490 |
| Rapid transit cars | 12,527,709 | 12,000,453 |
| Buses | 11,359,621 | 11,877,806 |
| Trackless trolleys | 9,218,737 | 7,485,946 |
| Total revenue miles | 46,566,413 | 48,485,695 |
| Revenue Hours: | | |
| Surface cars | 1,377,451 | 1,762,972 |
| Buses | 1,273,638 | 1,337,712 |
| Trackless trolleys | 973,435 | 805,095 |
| Rapid transit cars | 826,111 | 798,281 |
| Total revenue hours | 4,450,635 | 4,704,060 |
| Power Statistics: | | |
| Barrels of fuel oil burned | 639,077 | 629,306 |
| Net tons of coal burned | 15,615 | 22,228 |
| Average cost per net ton of equivalent fuel burned (oil and coal) | \$9.710 | \$9.593 |
| Equiv. pounds of fuel per D.C. kilowatt hour (net) | 1.509 | 1.543 |
| Net cost of power for car service per D.C. kilowatt hour (cents) | 1.465¢ | 1.473¢ |
| Net cost of D.C. power per total car mile (cents) | 8.234¢ | 8.093¢ |
| Direct current annual output (kilowatt hours) | 218,314,540 | 219,108,570 |

METROPOLITAN TRANSIT AUTHORITY
METROPOLITAN TRANSIT AUTHORITY FROM AUGUST 29, 1947
BOSTON ELEVATED RAILWAY COMPANY PRIOR TO THAT DATE

BASIC DATA

Years Ended December 31, 1919 to 1952

| Year Ended Dec. 31 | Revenue Passengers | Revenue Miles | Income | Operating Expenses | Fixed Charges (See Note) | Misc. Deductions | Result of Operations (excluding Profit and Loss items) | Average Income Per Rev. Pass. (Cents) | Oper. Exp. Per Rev. Pass. (Cents) | Fixed Charges Per Rev. Pass. (Cents) | Average Fare Per Rev. Pass. (Cents) |
|--------------------------|-----------------------|------------------|-----------------|-----------------------|--------------------------------|---------------------|--|---|---|--|---|
| 1919 | 324,758,685 | 53,721,249 | \$29,498,582.82 | \$23,700,339.41 | \$7,873,683.38 | \$306,659.91 | \$2,382,099.88* | 9.08¢ | 7.30¢ | 2.42¢ | 8.86¢ |
| 1920 | 335,526,561 | 51,359,855 | 34,031,636.44 | 25,769,122.11 | 8,342,668.69 | 267,012.88 | 347,167.24* | 10.14 | 7.68 | 2.48 | 9.87 |
| 1921 | 337,252,080 | 49,804,625 | 33,277,025.53 | 22,843,056.99 | 9,006,357.65 | 256,166.02 | 1,171,444.87 | 9.87 | 6.77 | 2.67 | 9.56 |
| 1922 | 356,593,942 | 50,707,740 | 32,699,176.37 | 22,088,458.75 | 9,073,591.28 | 124,937.26 | 1,412,189.08 | 9.17 | 6.19 | 2.54 | 8.93 |
| 1923 | 382,149,697 | 54,156,064 | 34,096,813.26 | 24,130,253.41 | 9,189,868.68 | 97,059.61 | 679,631.56 | 8.92 | 6.31 | 2.40 | 8.71 |
| 1924 | 382,888,848 | 56,091,347 | 34,175,319.61 | 25,222,133.56 | 9,355,944.91 | 233,937.54 | 636,696.40* | 8.93 | 6.59 | 2.44 | 8.73 |
| 1925 | 365,036,286 | 55,558,126 | 34,547,379.61 | 24,405,735.57 | 9,462,371.51 | 177,078.68 | 502,193.85 | 9.46 | 6.69 | 2.59 | 9.25 |
| 1926 | 371,218,401 | 57,943,381 | 35,481,313.38 | 26,076,268.11 | 9,713,154.75 | 174,639.64 | 482,749.12* | 9.56 | 7.02 | 2.61 | 9.26 |
| 1927 | 366,933,908 | 56,834,029 | 35,193,410.03 | 25,132,332.81 | 9,705,521.39 | 132,740.34 | 222,815.49 | 9.59 | 6.85 | 2.64 | 9.26 |
| 1928 | 362,005,033 | 57,481,292 | 34,843,147.51 | 24,904,188.69 | 9,719,134.04 | 183,773.76 | 40,051.02 | 9.63 | 6.88 | 2.68 | 9.28 |
| 1929 | 354,214,990 | 56,684,985 | 34,096,623.03 | 24,024,747.23 | 9,871,709.99 | 106,093.17 | 94,072.64 | 9.63 | 6.78 | 2.78 | 9.28 |
| 1930 | 342,694,905 | 56,061,843 | 32,510,721.17 | 23,527,974.68 | 10,048,505.49 | 68,879.81 | 1,134,638.81* | 9.49 | 6.87 | 2.93 | 9.16 |
| 1931 | 324,788,577 | 53,553,889 | 29,855,107.30 | 22,250,748.25 | 9,428,547.27 | 80,757.13 | 1,904,945.35* | 9.19 | 6.85 | 2.90 | 8.87 |
| 1932 | 291,753,825 | 51,195,761 | 26,428,493.63 | 19,542,428.16 | 9,322,878.62 | 132,632.30 | 2,569,445.45* | 9.06 | 6.70 | 3.19 | 8.79 |
| 1933 | 267,845,429 | 46,141,119 | 24,154,373.09 | 16,829,647.05 | 9,461,842.77 | 110,813.53 | 2,247,930.26* | 9.02 | 6.28 | 3.53 | 8.76 |
| 1934 | 277,034,175 | 45,822,648 | 24,818,625.48 | 16,895,090.49 | 9,310,234.87 | 77,789.87 | 1,464,489.75* | 8.96 | 6.10 | 3.36 | 8.72 |
| 1935 | 280,402,526 | 46,033,344 | 24,926,426.46 | 17,665,412.59 | 9,387,071.91 | 103,193.19 | 2,229,251.23* | 8.89 | 6.30 | 3.35 | 8.67 |
| 1936 | 296,180,666 | 46,492,077 | 26,096,155.47 | 18,410,341.99 | 9,488,166.08 | 95,116.41 | 1,897,469.01* | 8.81 | 6.22 | 3.20 | 8.59 |
| 1937 | 296,337,493 | 46,796,328 | 25,939,777.15 | 18,710,803.85 | 9,670,191.13 | 84,806.36 | 2,526,024.19* | 8.75 | 6.31 | 3.26 | 8.54 |
| 1938 | 291,175,017 | 45,799,029 | 25,383,333.23 | 18,799,286.39 | 9,641,109.24 | 83,623.54 | 3,140,685.94* | 8.72 | 6.46 | 3.31 | 8.49 |
| 1939 | 295,123,077 | 45,555,636 | 25,710,948.40 | 18,716,005.94 | 9,649,979.64 | 89,252.96 | 2,744,290.14* | 8.71 | 6.34 | 3.27 | 8.50 |
| 1940 | 294,450,628 | 45,433,001 | 26,443,297.95 | 19,285,456.91 | 9,678,130.76 | 81,384.99 | 2,601,674.71* | 8.98 | 6.55 | 3.29 | 8.76 |
| 1941 | 306,815,525 | 45,703,597 | 27,593,514.81 | 19,387,362.15 | 9,715,546.34 | 84,363.28 | 1,593,756.96* | 8.99 | 6.32 | 3.17 | 8.80 |
| 1942 | 370,265,241 | 53,804,462 | 33,252,621.50 | 21,661,419.19 | 9,644,147.67 | 91,201.64 | 1,855,853.00 | 8.98 | 5.85 | 2.60 | 8.80 |
| 1943 | 418,203,633 | 58,240,174 | 37,653,731.95 | 25,200,164.00 | 10,767,155.54 | 96,845.33 | 1,589,567.08 | 9.00 | 6.02 | 2.57 | 8.80 |
| 1944 | 417,069,378 | 57,088,181 | 37,460,190.90 | 27,068,251.99 | 10,721,240.05 | 101,636.32 | 430,937.46* | 8.98 | 6.49 | 2.57 | 8.75 |
| 1945 | 420,036,165 | 54,606,385 | 37,603,357.80 | 28,604,544.07 | 9,821,588.34 | 92,610.47 | 915,385.08* | 8.95 | 6.81 | 2.34 | 8.71 |
| 1946 | 433,094,952 | 55,400,283 | 39,082,107.70 | 32,040,456.72 | 9,677,648.00 | 115,309.50 | 2,751,306.52* | 9.02 | 7.40 | 2.23 | 8.76 |
| 1947 | 388,573,222 | 54,969,812 | 39,325,681.23 | 34,307,679.92 | 9,513,852.16 | 150,038.54 | 4,645,889.39* | 10.12 | 8.83 | 2.45 | 9.82 |
| 1948 | 381,023,889 | 54,704,850 | 38,736,026.47 | 38,965,416.77 | 8,800,955.76 | 95,408.64 | 9,125,754.70* | 10.17 | 10.22 | 2.31 | 9.83 |
| 1949 | A | 53,120,910 | 37,399,089.25 | 38,485,560.05 | 6,883,493.16 | 84,621.79 | 8,054,585.75* | A | A | A | A |
| 1950 | 307,732,315# | 50,704,354 | 42,567,909.98 | 38,285,705.63 | 4,950,670.14 | 6,156.21 | 674,622.00* | 13.83 | 12.44 | 1.61 | 13.41 |
| 1951 | 288,972,823 | 48,485,695 | 40,715,551.12 | 40,719,979.91 | 5,405,202.51 | 16,031.03 | 5,425,662.33* | 14.09 | 14.09 | 1.87 | 13.62 |
| 1952 | 277,713,059 | 46,566,413 | 39,042,962.61 | 41,896,705.63 | 6,105,841.05 | 45,632.35 | 9,005,216.42* | 14.06 | 15.08 | 2.20 | 13.59 |

* Denotes excess cost of service over income.

† Excluding Special Car and Special Bus service.

Fixed Charges includes Subway Rentals, Rent of Leased Roads, Taxes, Dividends, Interest on Bonds, Payment on Funded Debt—B.M.D., etc.

A Not available due to change in fare structure, effective August 6, 1949.

January 1-27, 1950 estimated.

METROPOLITAN TRANSIT AUTHORITY

MILEAGE OF TRACK, BUS AND TRACKLESS TROLLEY ROUTES

December 31, 1952

| | |
|---|---------------|
| Surface track owned December 31, 1951 | 188.316 miles |
| Purchased from Eastern Mass. St. Ry. Co. in 1952 | 15.904 miles |
| Total | 204.220 miles |
| Removal of surface track owned during 1952 | 43.210 miles |
| TOTAL SURFACE TRACK OWNED DECEMBER 31, 1952 | 161.010 miles |
| Rapid Transit track owned December 31, 1951 | 52.314 miles |
| Additions during 1952 | 9.508 miles |
| Total | 61.822 miles |
| Removal of Rapid Transit tracks owned during the year 1952 | 0.457 miles |
| TOTAL RAPID TRANSIT TRACKS OWNED DECEMBER 31, 1952 | 61.365 miles |
| TOTAL TRACK OWNED DECEMBER 31, 1952 | 222.375 miles |

| Which is made up as follows: | Surface Lines Miles | R.T. Lines Miles | Total Miles |
|---|------------------------|---------------------|----------------|
| Main line tracks | 65.346 | 23.542 | 88.888 |
| Second tracks | 65.312 | 22.069 | 87.381 |
| Sidings, carhouse curves, cross-overs, etc..... | 3.083 | 2.176 | 5.382 |
| Tracks in carhouses and yards | 27.269 | 13.578 | 40.724 |
| TOTALS | 161.010 | 61.365 | 222.375 |

| Tracks in Subways, Tunnels, R.T.L., Etc.: | Surface Lines Miles | R.T. Lines Miles | Total Miles |
|--|------------------------|---------------------|----------------|
| Tremont Subway | 4.963 | — | 4.963 |
| East Boston Tunnel | — | 4.674 | 4.674 |
| East Boston Tunnel Extension | — | 5.158 | 5.158 |
| Boylston Subway | 5.014 | — | 5.014 |
| Huntington Avenue Subway | 1.688 | — | 1.688 |
| Cambridge-Dorchester Tunnel: | | | |
| Cambridge Tunnel & Inclines | 0.723 | 4.773 | 5.496 |
| Cambridge Bridge & Elevated Connection | — | 1.036 | 1.036 |
| Cambridge Connection (Beacon Hill Tunnel) | — | 0.965 | 0.965 |
| Dorchester Tunnel | — | 5.059 | 5.059 |
| Washington Tunnel and Inclines | — | 2.326 | 2.326 |
| TRACKS IN SUBWAYS AND TUNNELS..... | 12.388 | 23.991 | 36.379 |
| East Cambridge Viaduct and Connections..... | 2.635 | — | 2.635 |
| Elevated Structure & Inclines..... | — | 16.455 | 16.455 |
| Dorchester Rapid Transit Line | — | 7.341 | 7.341 |
| Dorchester High Speed Trolley Line..... | 6.460 | — | 6.460 |
| Carhouses and Yards..... | — | 13.578 | 13.578 |
| TOTAL TRACKS IN SUBWAYS, TUNNELS, R.T.L., ON STRUCTURES, ETC..... | 21.483 | 61.365 | 82.848 |

| Bus and Trackless Trolley Route Statistics: | Bus | Trackless Trolley |
|--|--------------|----------------------|
| Miles in both directions..... | 179.54 miles | 77.19 miles |
| Miles in one direction only..... | 48.26 miles | 10.78 miles |
| Miles of one-way street..... | 227.80 miles | 87.97 miles |
| Miles comparable to miles of single track..... | 407.34 miles | 165.16 miles |

METROPOLITAN TRANSIT AUTHORITY

METROPOLITAN TRANSIT AUTHORITY FROM AUGUST 29, 1947
BOSTON ELEVATED RAILWAY COMPANY PRIOR TO THAT DATE

BASIC COMPARISONS OF WAGES AND OPERATING EXPENSES

(Per Revenue Passenger, Per Revenue Mile and Per \$1 of Total Income)

| Year | PER REVENUE PASSENGER | | | PER REVENUE MILE | | | \$1 OF TOTAL INCOME | | |
|------|---------------------------------|-----------------|--------------------------|---------------------------------|-----------------|--------------------------|---------------------------------|-----------------|--------------------------|
| | Wages of Operators and Trainmen | | | Wages of Operators and Trainmen | | | Wages of Operators and Trainmen | | |
| | Only | Operating Wages | Total Operating Expenses | Only | Operating Wages | Total Operating Expenses | Only | Operating Wages | Total Operating Expenses |
| 1919 | 2.11c | 4.78c | 7.30c | 12.77c | 28.93c | 44.12c | 23.25c | 52.68c | 80.34c |
| 1920 | 2.28 | 5.13 | 7.68 | 14.89 | 33.52 | 50.17 | 22.47 | 50.59 | 75.73 |
| 1921 | 2.09 | 4.62 | 6.77 | 14.14 | 31.25 | 45.87 | 21.16 | 46.77 | 68.64 |
| 1922 | 1.81 | 4.14 | 6.19 | 12.71 | 29.13 | 43.56 | 19.70 | 45.18 | 67.55 |
| 1923 | 1.84 | 4.25 | 6.31 | 13.01 | 29.96 | 44.56 | 20.66 | 47.58 | 70.77 |
| 1924 | 1.97 | 4.53 | 6.59 | 13.43 | 30.95 | 44.97 | 22.04 | 50.79 | 73.79 |
| 1925 | 1.99 | 4.64 | 6.69 | 13.07 | 30.48 | 43.93 | 21.03 | 49.01 | 70.64 |
| 1926 | 2.01 | 4.77 | 7.02 | 12.88 | 30.54 | 45.00 | 21.03 | 49.88 | 73.49 |
| 1927 | 1.93 | 4.57 | 6.85 | 12.43 | 29.48 | 44.22 | 20.08 | 47.61 | 71.41 |
| 1928 | 1.91 | 4.60 | 6.88 | 12.00 | 28.96 | 43.32 | 19.80 | 47.78 | 71.46 |
| 1929 | 1.87 | 4.54 | 6.78 | 11.69 | 28.39 | 42.38 | 19.43 | 47.20 | 70.46 |
| 1930 | 1.88 | 4.63 | 6.87 | 11.51 | 28.30 | 41.97 | 19.86 | 48.80 | 72.37 |
| 1931 | 1.87 | 4.63 | 6.85 | 11.32 | 28.08 | 41.55 | 20.30 | 50.38 | 74.53 |
| 1932 | 1.82 | 4.59 | 6.70 | 10.39 | 26.15 | 38.17 | 20.13 | 50.67 | 73.94 |
| 1933 | 1.71 | 4.26 | 6.28 | 9.91 | 24.72 | 36.47 | 18.94 | 47.22 | 69.68 |
| 1934 | 1.65 | 4.09 | 6.10 | 9.96 | 24.73 | 36.87 | 18.39 | 45.66 | 68.07 |
| 1935 | 1.67 | 4.19 | 6.30 | 10.18 | 25.54 | 38.37 | 18.80 | 47.17 | 70.87 |
| 1936 | 1.66 | 4.17 | 6.22 | 10.56 | 26.56 | 39.60 | 18.81 | 47.31 | 70.55 |
| 1937 | 1.69 | 4.29 | 6.31 | 10.70 | 27.16 | 39.98 | 19.31 | 48.99 | 72.13 |
| 1938 | 1.74 | 4.43 | 6.46 | 11.05 | 28.15 | 41.04 | 19.93 | 50.80 | 74.06 |
| 1939 | 1.68 | 4.33 | 6.34 | 10.91 | 28.02 | 41.08 | 19.33 | 49.64 | 72.79 |
| 1940 | 1.70 | 4.40 | 6.55 | 11.04 | 28.50 | 42.45 | 18.96 | 48.96 | 72.93 |
| 1941 | 1.68 | 4.32 | 6.32 | 11.26 | 28.99 | 42.42 | 18.66 | 48.02 | 70.26 |
| 1942 | 1.66 | 4.09 | 5.85 | 11.46 | 28.14 | 40.26 | 18.54 | 45.54 | 65.14 |
| 1943 | 1.73 | 4.28 | 6.02 | 12.42 | 30.73 | 43.27 | 19.21 | 47.53 | 66.93 |
| 1944 | 1.78 | 4.57 | 6.49 | 12.99 | 33.40 | 47.41 | 19.79 | 50.90 | 72.26 |
| 1945 | 1.89 | 4.90 | 6.81 | 14.55 | 37.69 | 52.38 | 21.13 | 54.72 | 76.07 |
| 1946 | 2.10 | 5.34 | 7.40 | 16.38 | 41.74 | 57.84 | 23.22 | 59.16 | 81.98 |
| 1947 | 2.47 | 6.22 | 8.83 | 17.44 | 44.00 | 62.41 | 24.38 | 61.50 | 87.24 |
| 1948 | 2.81 | 7.07 | 10.22 | 19.55 | 49.25 | 71.23 | 27.61 | 69.55 | 100.59 |
| 1949 | Not Available | | | 20.37 | 50.55 | 72.45 | 28.93 | 71.80 | 102.91 |
| 1950 | 3.56 | 9.07 | 12.44 | 21.59 | 55.04 | 75.51 | 25.72 | 65.56 | 89.94 |
| 1951 | 4.07 | 10.82 | 14.09 | 24.24 | 61.51 | 83.98 | 28.87 | 73.25 | 100.01 |
| 1952 | 4.28 | 11.21 | 15.08 | 25.52 | 66.86 | 89.97 | 30.44 | 79.74 | 107.31 |

METROPOLITAN TRANSIT AUTHORITY

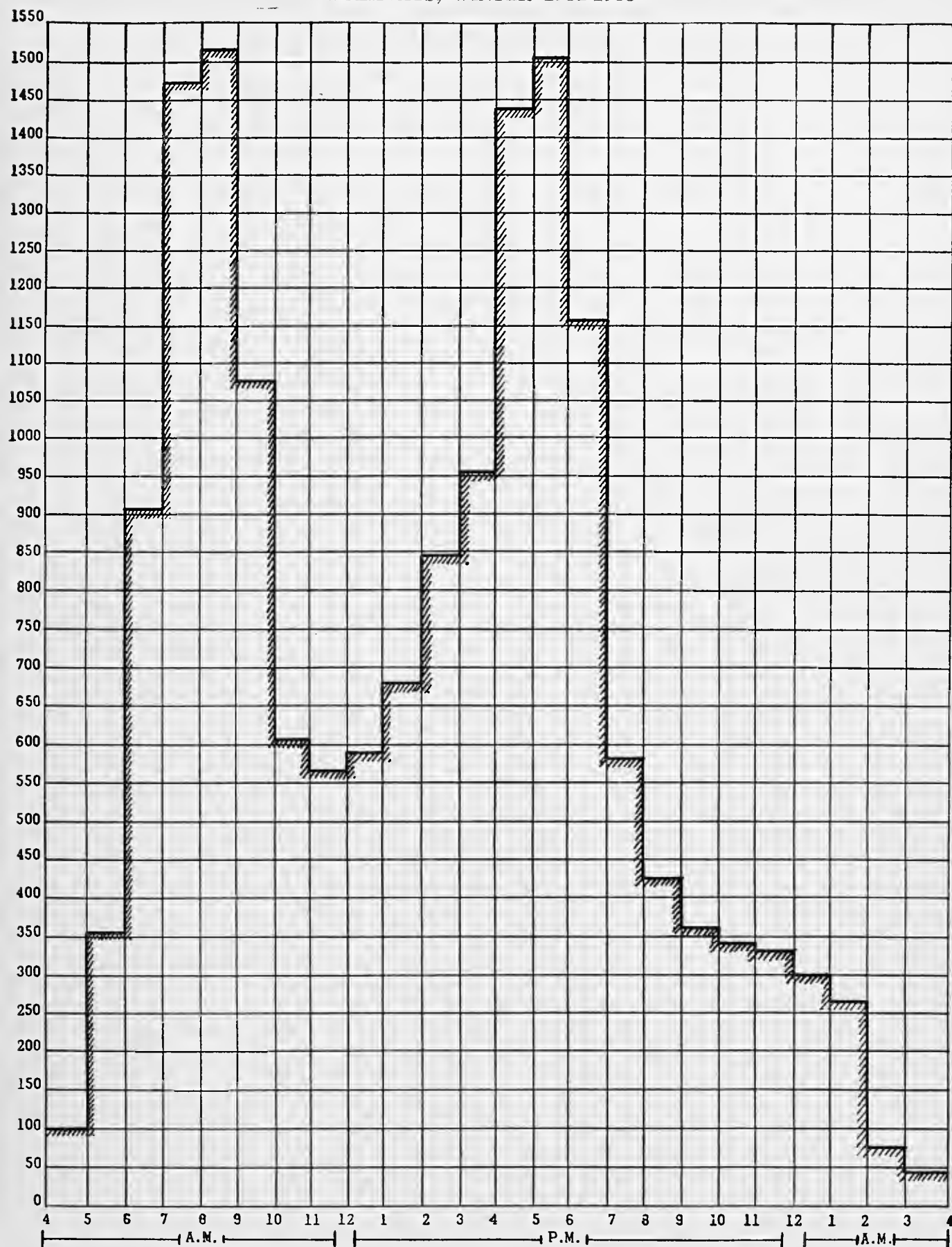
METROPOLITAN TRANSIT AUTHORITY FROM AUGUST 29, 1947
BOSTON ELEVATED RAILWAY COMPANY PRIOR TO THAT DATE

REVENUE EQUIPMENT

Acquired and Retired Since July 1, 1918

| | On Hand | July 1, 1918 to Dec. 31, 1952 | | On Hand |
|--|--------------|----------------------------------|---------|---------------|
| | July 1, 1918 | Acquired | Retired | Dec. 31, 1952 |
| Surface Cars | | | | |
| Semi-Convertible Cars—Type No. 1 to No. 4 | 453 | — | 453 | — |
| Semi-Convertible Cars—Type No. 5 | — | 471 | 208 | 263 |
| Semi-Convertible Cars—Type “4000” | — | 64 | 64 | — |
| Center Entrance Cars | 100 | 305 | 379 | 26 |
| Trailer Cars | 174 | 50 | 224 | — |
| P.C.C. Cars | — | 321 | 1 | 320 |
| Birney Type Cars | 1 | 80 | 81 | — |
| Articulated Cars | 177 | — | 177 | — |
| Box Cars | 1,113 | — | 1,113 | — |
| Open Cars | 1,354 | — | 1,354 | — |
| Total Surface Cars | 3,372 | 1,291 | 4,054 | 609 |
| Rapid Transit Cars | | | | |
| Elevated Cars, Wood and Steel | 169 | — | 169 | — |
| Elevated Cars, Steel | 162 | 163 | 65 | 260 |
| Camb.-Dorch. Tunnel Cars, Steel | 60 | 95 | — | 155 |
| East Boston Tunnel Cars, Steel | — | 48 | — | 48 |
| East Boston Tunnel Cars, Steel (P.C.C. Type) | — | 40 | — | 40 |
| Total Rapid Transit Cars | 391 | 346 | 234 | 503 |
| Buses | | | | |
| Gasoline—Mechanical Drive | — | 1,090 | 844 | 246 |
| Gasoline—Hydraulic Drive | — | 215 | — | 215 |
| Diesel—Electric Drive | — | 24 | 24 | — |
| Diesel—Hydraulic Drive | — | 72 | 2 | 70 |
| Gas-Electric Drive | — | 46 | 46 | — |
| Total Buses | — | 1,447 | 916 | 531 |
| Trackless Trolleys | — | 452 | 12 | 440 |
| TOTALS | 3,763 | 3,536 | 5,216 | 2,083 |

**SCHEDULED NUMBER OF REVENUE VEHICLES IN SERVICE EACH HOUR
WEEKDAYS, WINTER 1952-1953**



This chart does not include trips operated in addition to those provided by the time tables, nor does it indicate the number of vehicles above the operating requirements which may be out of service for repairs.



